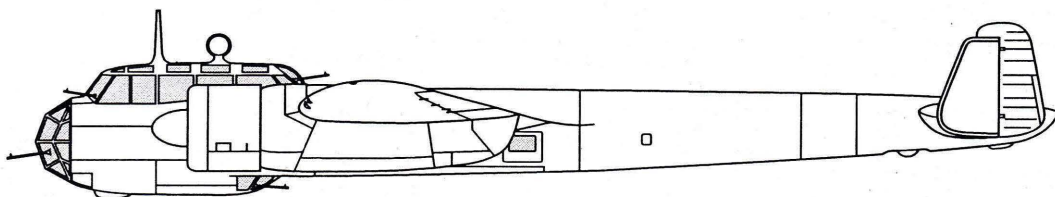




Classic Airframes



Do-17Z

Designed to meet a request by Deutsche Lufthansa for a small, high-speed mail and passenger plane, the prototype Do-17 took to the air in October 1934. Although possessing excellent speed and handling, the design proved impractical due to the cramped fuselage. After three prototypes were built, the transport development was abandoned. However, the aircraft's performance suggested to the RLM that the Do-17 design would make an excellent high-speed bomber. More prototypes were ordered, and the V4 was the first to be equipped with the type's characteristic twin tails. The first operational models, the Jumo powered E-1 bomber and F-1 reconnaissance versions equipped the first Do-17 Squadrons by mid-1937. A number of Do-17s were sent to Spain for evaluation, and proved to outpace most Republican interceptors, reinforcing the RLM's belief in the small bomber platform. Because the Do-17 design proved flexible and amenable to various powerplant installations, constant improvements were incorporated in subsequent versions, leading to the Bramo 323 powered Do-17Z. The Do-17Z played a major role in the Battle of Britain, but losses were heavy. Despite this, the type was used extensively in the Balkans and on the Russian front. A small number of Do-17Z aircraft were modified for use as nightfighters. Approximately 522 Z series aircraft were produced in 1939-40.

Do-17Z Specifications

Powerplant:	2x 940hp Bramo 323 engines	Armament:	5 machine guns 2,205 lb. bombload
Wing Span:	59' .33"		
Length:	51' 9.67"		
Maximum Speed:	~255 mph		

This model kit is intended for *experienced* modelers. The nature of low-pressure molded kits such as this require additional time and effort to clean up and fit the parts, as well as experience with the various media utilized to provide the most accurate effect on the finished model. Use CyA ('super') glue to assemble Resin parts.

Classic Airframes, Inc.
P.O. Box 577580 Chicago, IL 60657-7580 USA

Assembly Instruction Symbols



MULTIPLE ASSEMBLIES



BEND



OPTIONAL



DRILL



CUT



SYMMETRICAL ASSEMBLIES

Paint Reference Guide

A

RLM 02 Green-grey -FS 36135

C

Burnt Metal

E

Aluminum

B

RLM 66 Black-grey -FS 36081

D

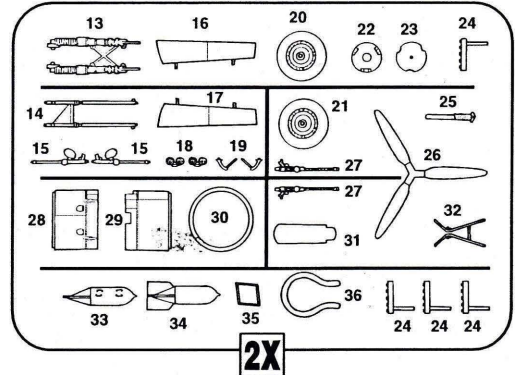
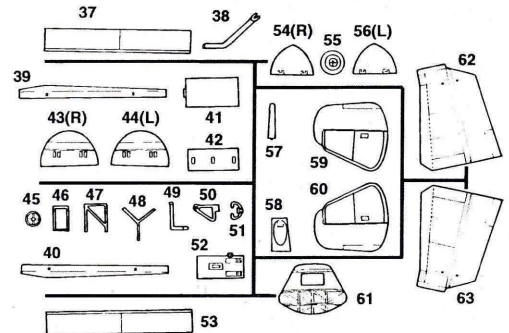
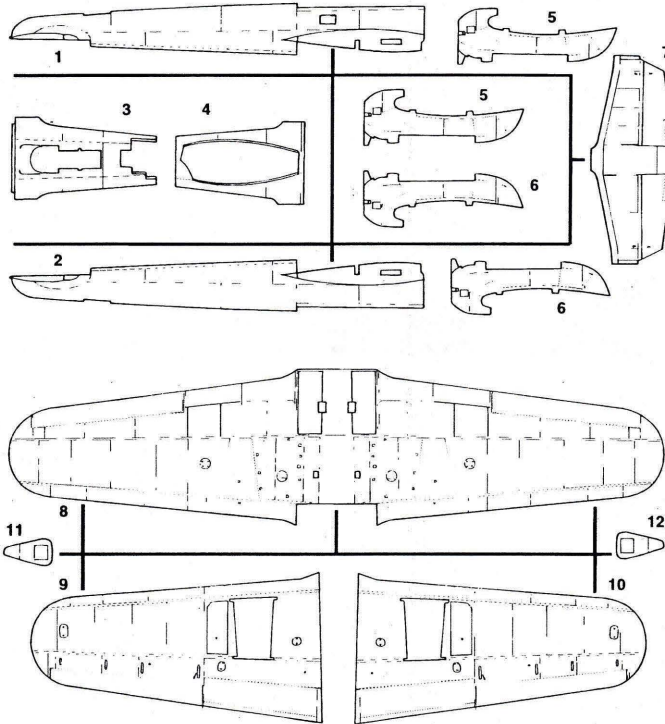
RLM 70 Black-green -FS 34050

F

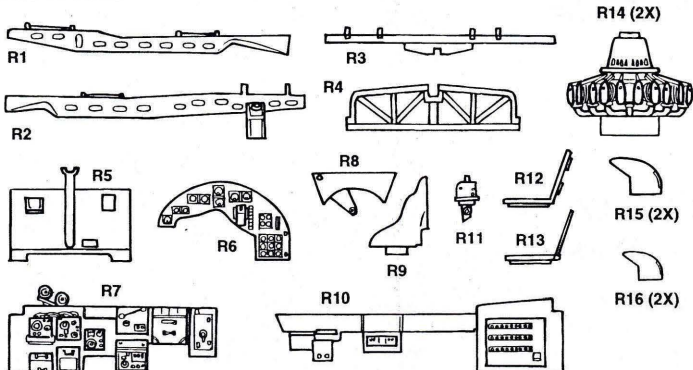
Gunmetal

Parts

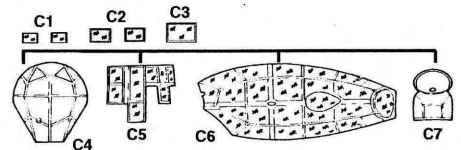
PLASTIC PARTS



RESIN PARTS

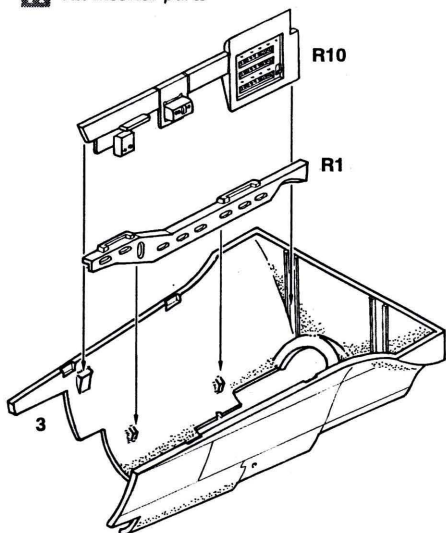


CLEAR PARTS (C)



1

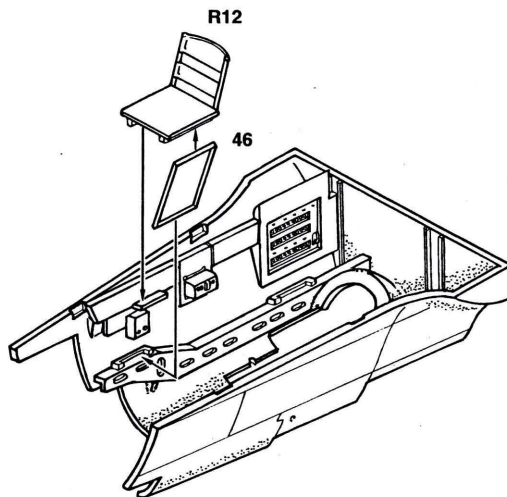
A All interior parts



Panel R10 is Satin Black with Silver details

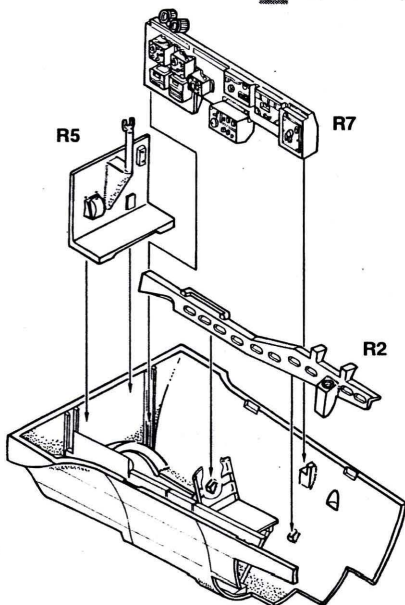
2

A All interior parts



3

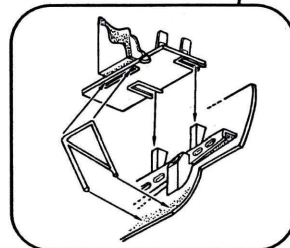
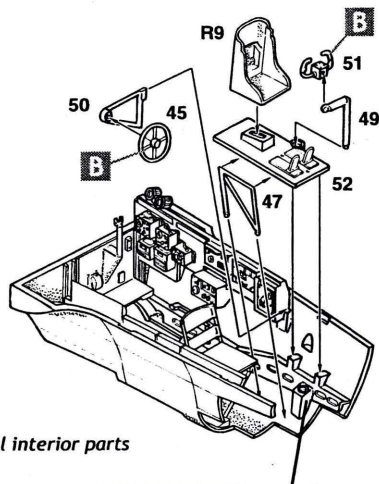
A All interior parts



Panel R7 is Satin Black with Silver details

4

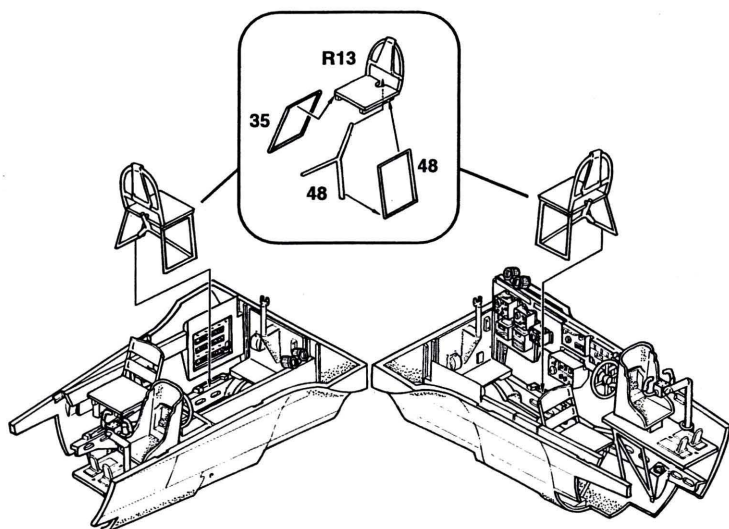
A All interior parts



NOTE - Be sure to dry-fit and check alignment of all parts during assembly

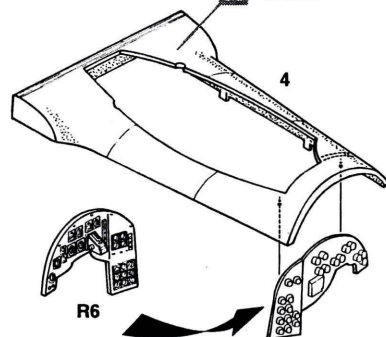
5

A All interior parts



6

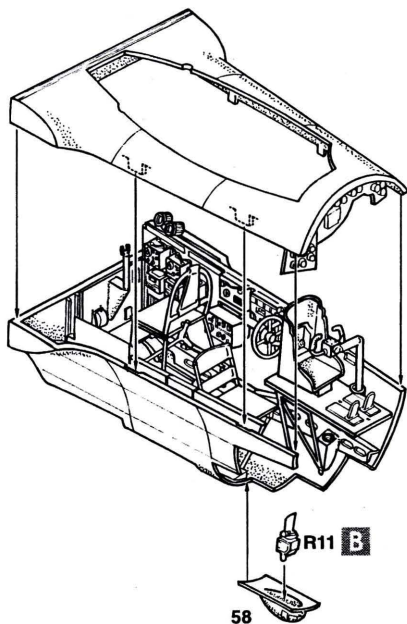
A Interior



Panel R6 is Satin Black with White and Silver details

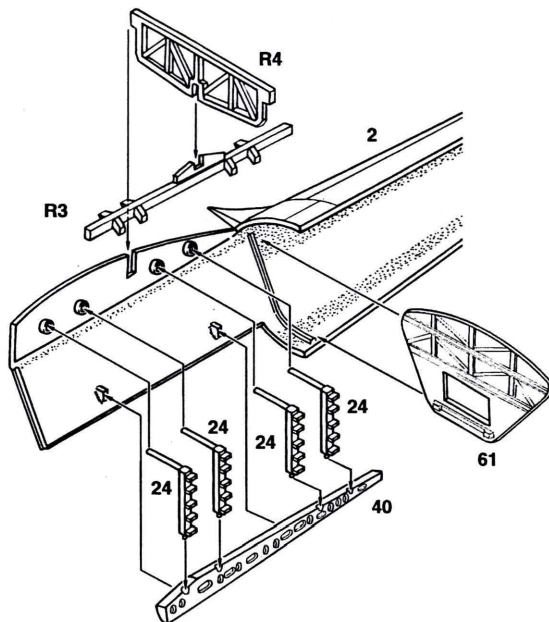
NOTE - Be sure to dry-fit and check alignment of all parts during assembly

7



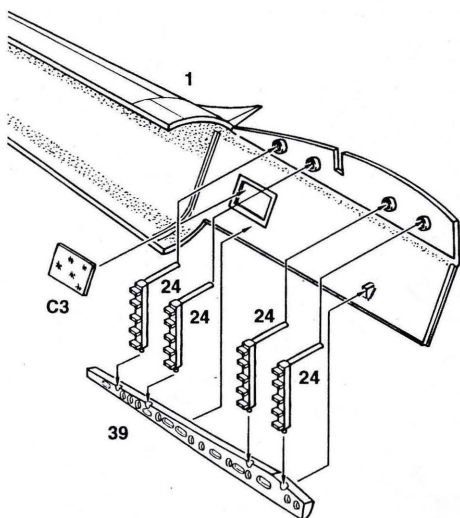
8

A All interior parts and surfaces

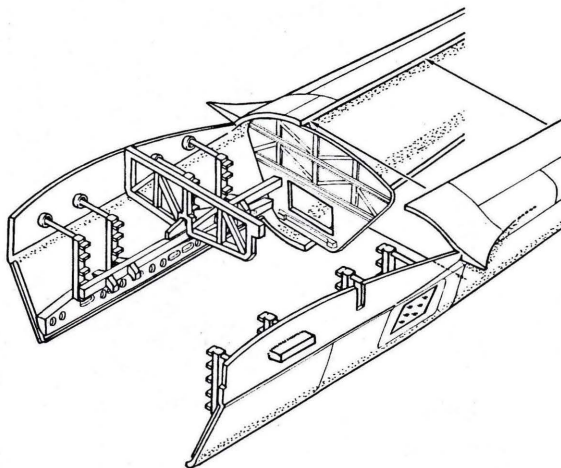


9

A All interior parts and surfaces



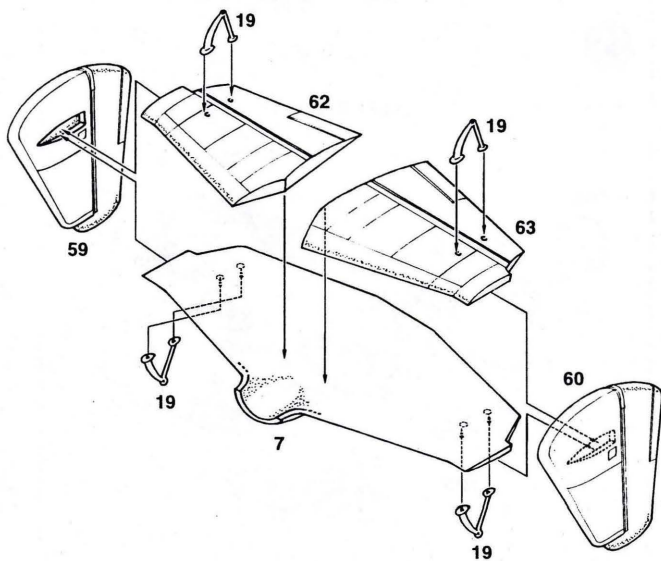
10



NOTE - Be sure to dry-fit and check alignment of all parts during assembly

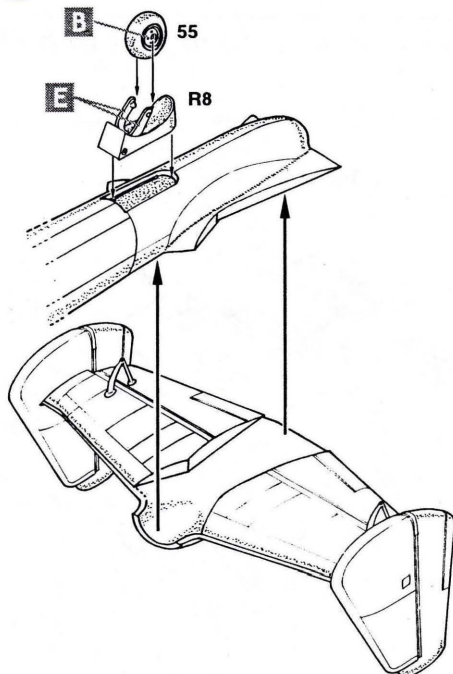
11

NOTE - Parts shown upside down

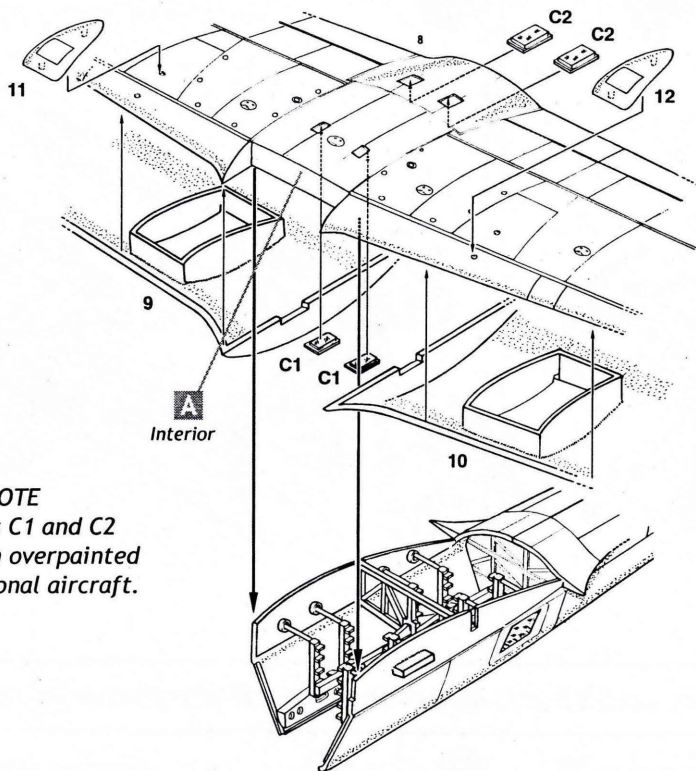


12

NOTE - Parts shown upside down



13

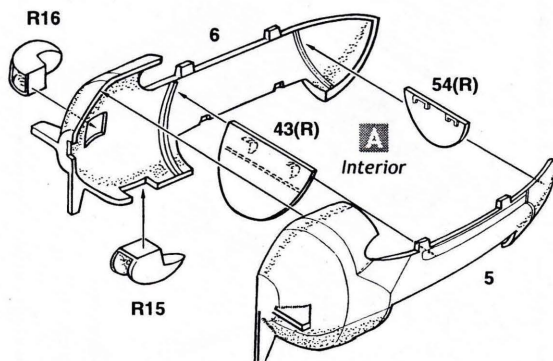


NOTE
Windows C1 and C2
were often overpainted
on operational aircraft.

NOTE - Be sure to dry-fit and check alignment of all parts during assembly

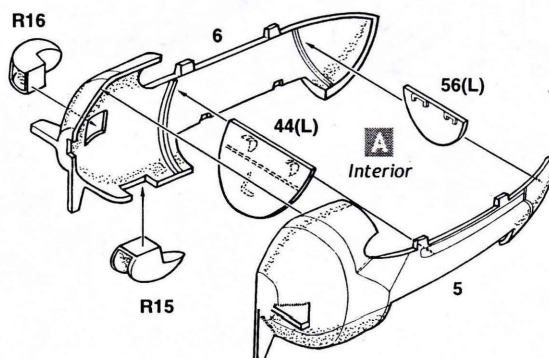
14

RIGHT Engine

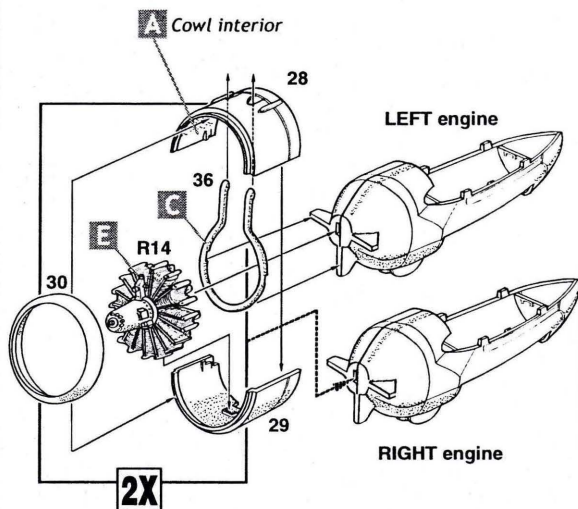


15

LEFT Engine

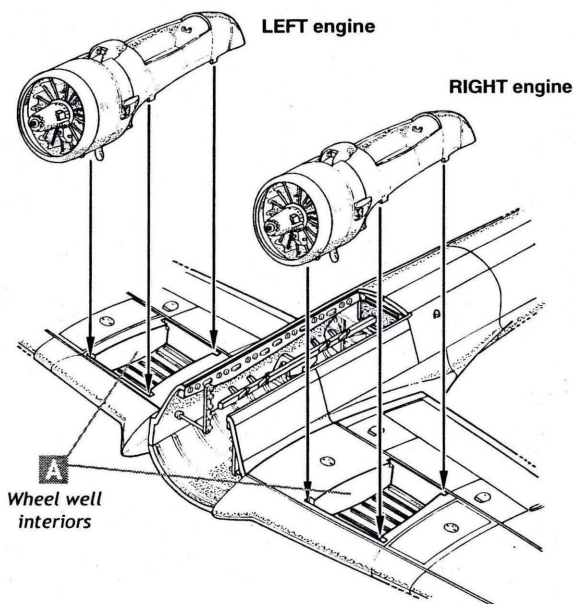


16



17

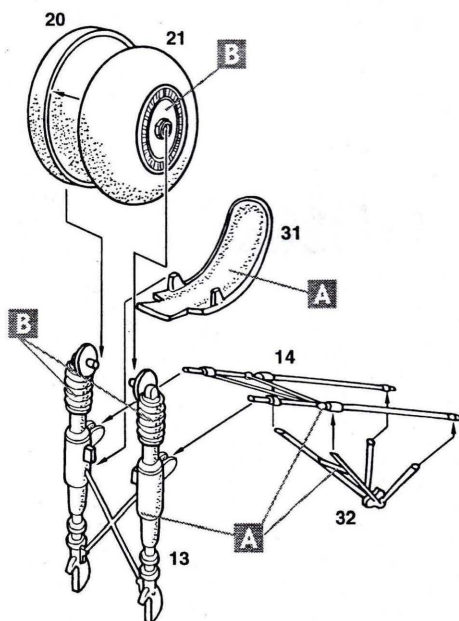
NOTE - Parts shown upside down



NOTE - Be sure to dry-fit and check alignment of all parts during assembly

18

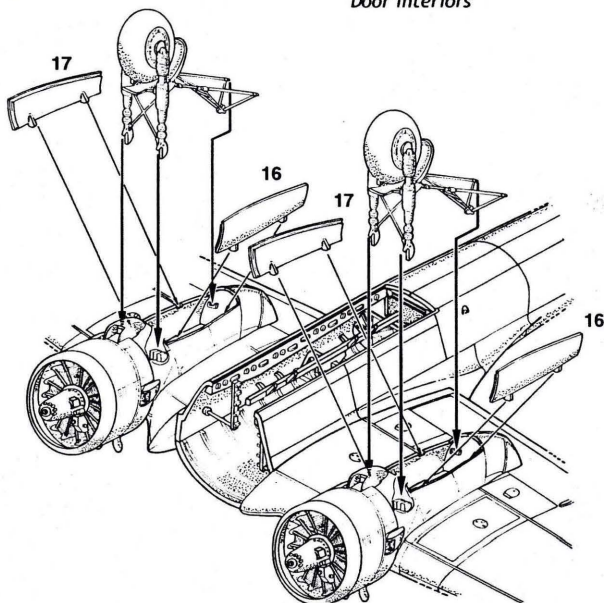
2X

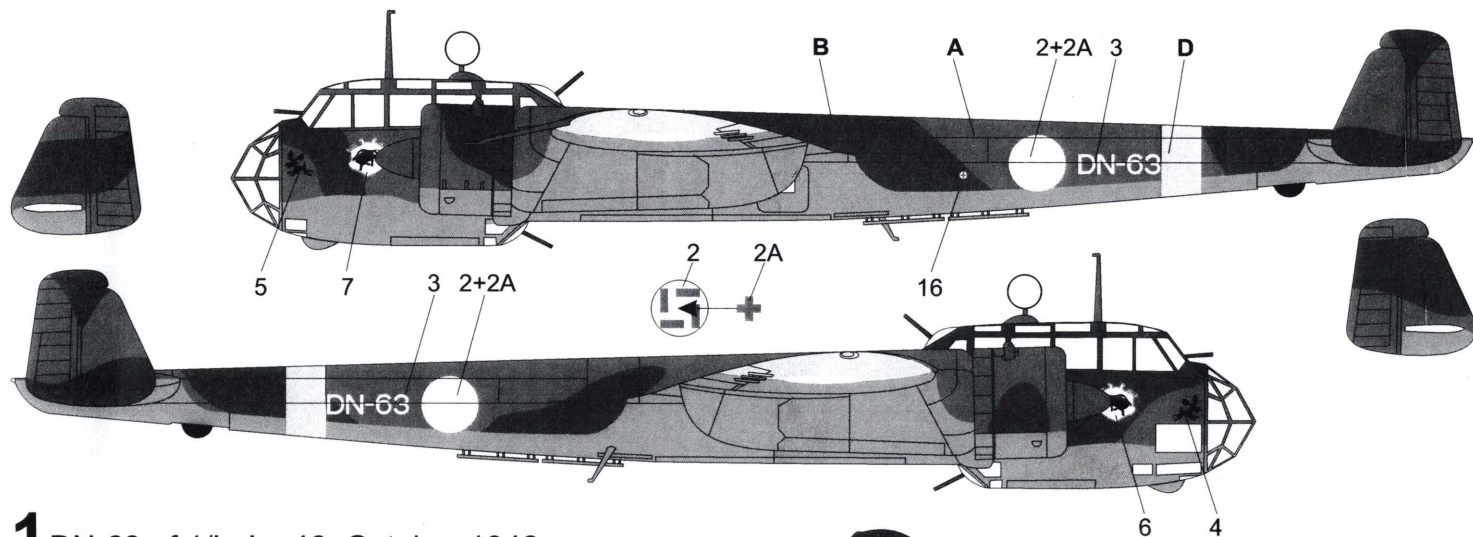


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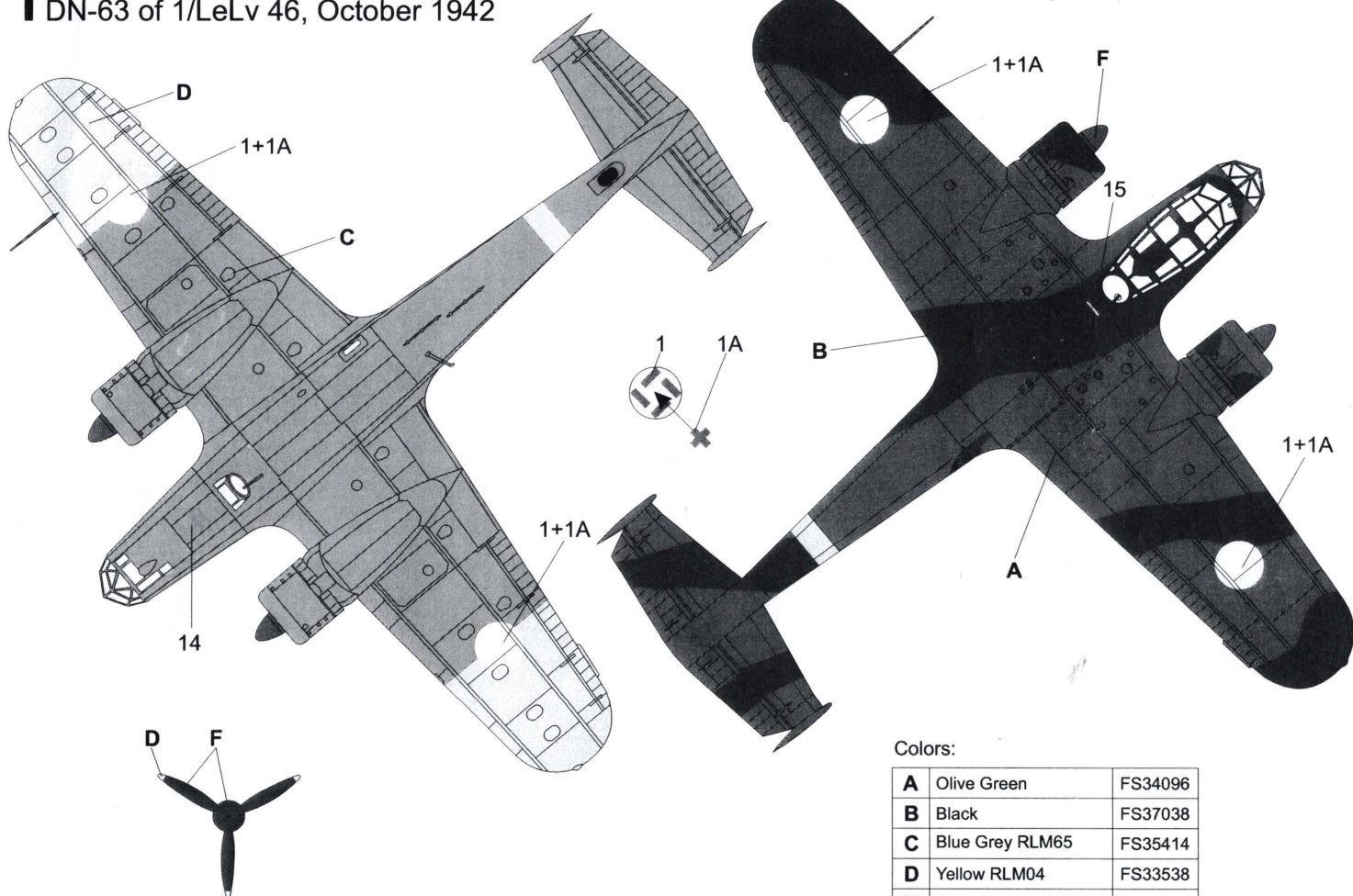
A

Door interiors





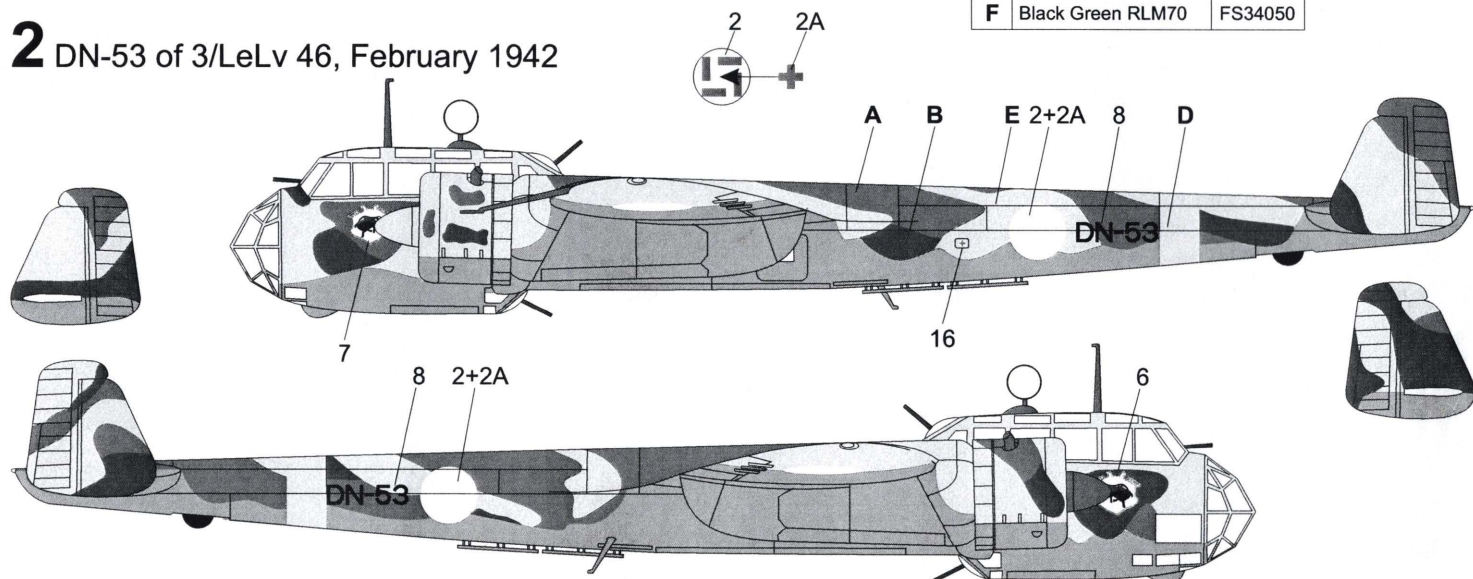
1 DN-63 of 1/LeLv 46, October 1942

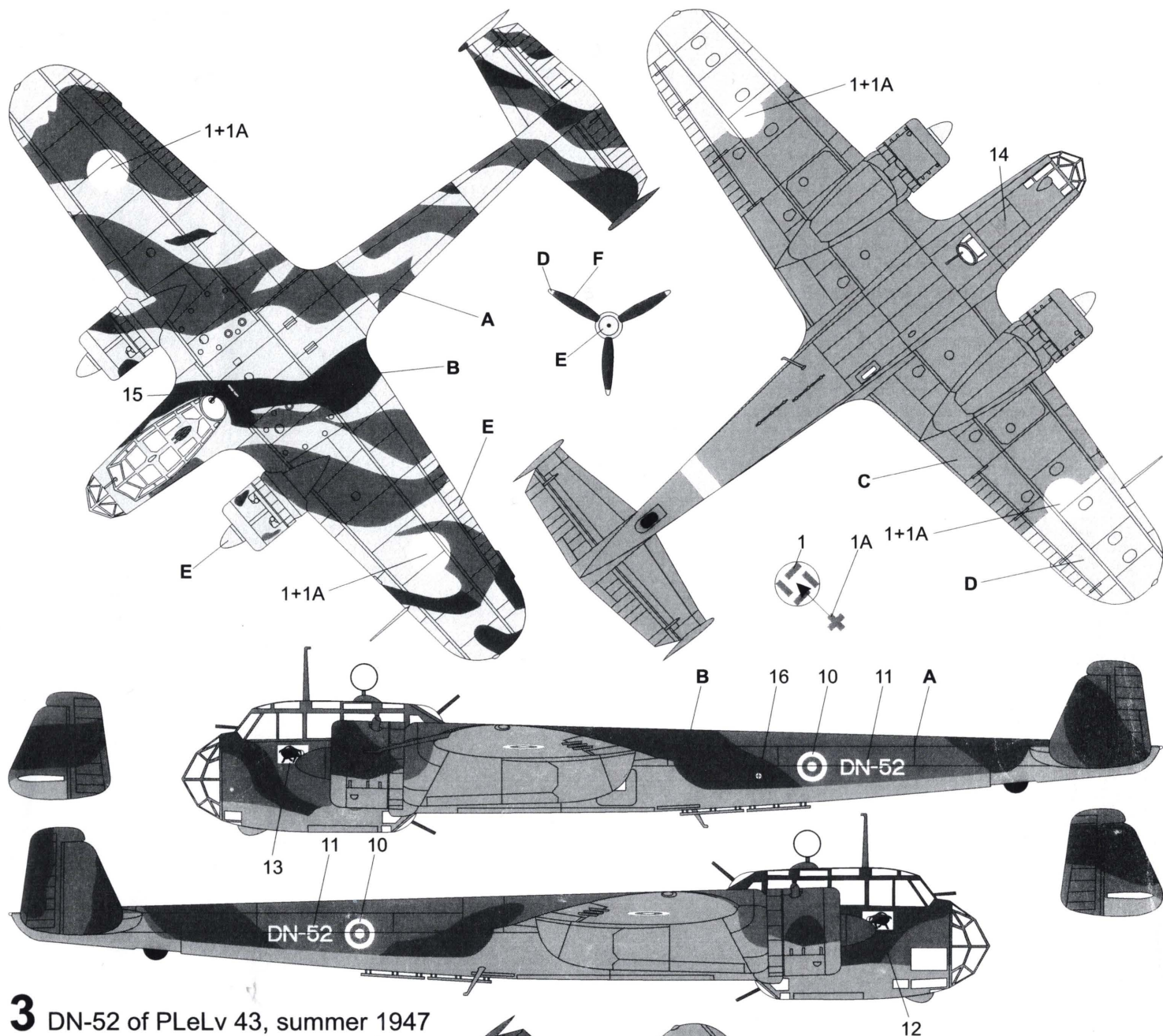


Colors:

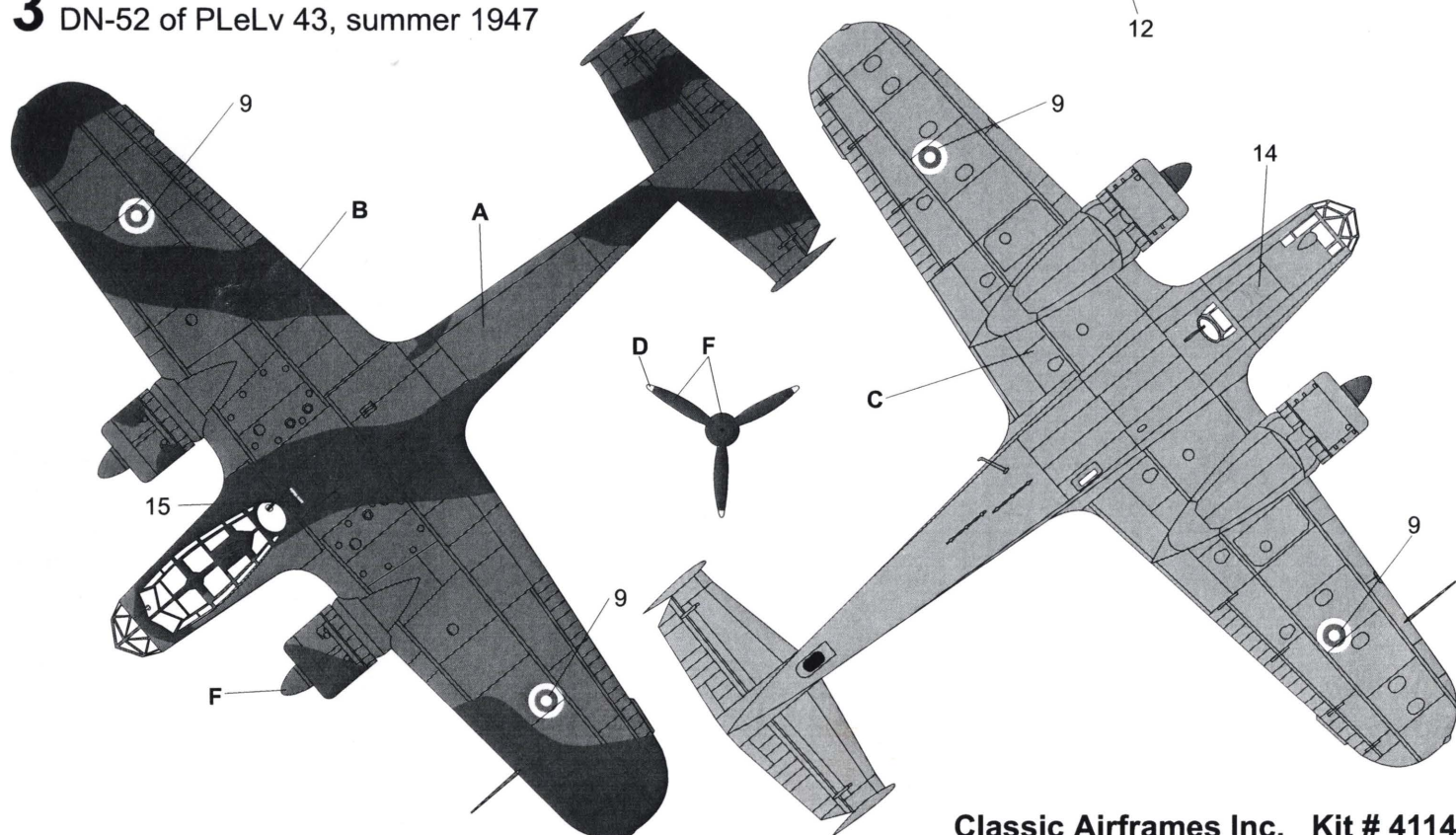
A	Olive Green	FS34096
B	Black	FS37038
C	Blue Grey RLM65	FS35414
D	Yellow RLM04	FS33538
E	White	FS37886
F	Black Green RLM70	FS34050

2 DN-53 of 3/LeLv 46, February 1942





3 DN-52 of PLeLv 43, summer 1947



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DN-53



DN-52



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